



Bainbridge Island Ferry Terminal Improvement Project

PROJECT GIVENS

Roles and Responsibilities

Federal Highway Administration (FHWA) is the federal lead agency. As lead agency FHWA:

- determines the level of environmental analysis documentation,
- determines the project purpose and need,
- leads the tribal government to government relationship, and
- leads the Endangered Species Act (ESA) consultations.

The **Suquamish Tribe** and the **Tulalip Tribes** have usual and accustomed rights to the waters in the vicinity of Eagle Harbor.

- This right mandates that Washington State Department of Transportation (WSDOT)/ Washington State Ferries (WSF) work with the tribes in a cooperative process towards consensus, before a decision is made or an action is taken.

The **Washington State Legislature** approved the project funding and implementation timeline.

- Any changes to the funding or timeline for the project require legislative approval.

The **Washington State Department of Transportation** includes both the state highways and the ferry routes (marine highways).

- The Bainbridge–Seattle ferry route is an extension of the SR-305 highway system
- WSDOT Highways Division maintains roadway service and safety standards on SR-305 outside of the tollbooths.
- WSF is responsible for service and safety from the tollbooths and inclusive of the passage between Bainbridge and Seattle.

The **WSF Steering Committee** provides guidance regarding the application of legislative resources. The project goals provided by the Steering Committee include:

- Create a balance of operational efficiency, environmental stewardship, economic opportunities, and community integration in the new facility.
- Provide a truly operationally effective facility that is accessible for all users.
- Demonstrate environmental leadership.
- Actively seek economic partnerships and opportunities.
- Improve relationships with customers and community through clear communication of the WSF system responsibilities, the project criteria and the resulting decisions .
- Actively engage the silent majority of Bainbridge residents.
- Focus on the total experience of our customers.
- Arrive at a comprehensive solution instead of simply choosing a direction due to lack of time/energy/money.

The **WSF Project Team** is responsible for achieving the goals of the Steering Committee through a process that balances the perspectives of the key interested parties.

The **Community Advisory Group (CAG)** is composed of 12 members of the public who represent ferry customers and community interests. The CAG advises WSF from a customer and community perspective on concepts developed for the ferry terminal.



Environmental Process

The project will go through a State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) process. This includes completion of Section 7 Endangered Species Act (ESA) Biological Assessment. Elements of the environment to be analyzed include:

- Aesthetic/Visual/Light/Glare
- Air Quality
- Aquatic Wildlife & Plants
- Cultural/Historical/Archeological
- Energy Conservation
- Geology & Soils
- Hazardous Materials
- Land Use/Land Use Plans
- Noise/Vibration
- Public Services/Utilities
- Socioeconomic & Environmental Justice
- Traffic & Transportation
- Terrestrial Plants & Animals
- Water Resources
- Wetlands
- Section 4(f)/Section 106 Properties

Upon completion of the NEPA document, WSF will obtain the required permits for implementation of the resultant capital improvement projects. Permits may be required from:

- U.S. Army Corps of Engineers
- Washington State Department of Ecology
- City of Bainbridge Island

WSF Operations

The ferry terminal is an essential public facility of statewide significance (RCW 47.06.140).

Bainbridge Island Ferry Terminal will remain in its current location.

Bainbridge–Seattle route is the busiest route in the WSF system.

Project boundaries:

- Upland: The ravine property recently purchased by WSF, to the property east of the WSDOT owned parking facility and adjacent to the existing ferry terminal building.
- Shore side: The aquatic environment of the WSF owned property and marine facilities to Winslow Way.

Operations must comply with federal and state standards.

Operations must comply with Maritime Security (MARSEC) requirements, which include:

- Controlled access for all modes.
- Provision(s) for counting passengers.

Operations must maintain or develop operational facilities and efficiency to meet the 2-boat schedule with 15 minutes turn-around time.



WSF Operations (cont.)

Operations must maintain two-slips that accommodate Jumbo Mark II vessels (218-cars / 2,500 passengers per ferry), plus a tie-up slip.

Operations must adhere to Americans with Disabilities Act (ADA)/universal design standards.

Operations must maintain the required 65 spaces for employee parking which is negotiated between WSF and the labor unions.

Funding

There is \$160 million programmed over the next 12 years. This amount is based on the cost of the 1998 preferred master plan and escalated to the anticipated year of expenditure.

There is \$3 million allocated for the project during the 2005–2007 biennium.

While programmed, the Washington State Legislature has to approve all future biennium spending.